daily B-737 service on the route Delhi-Ahmedabad-Baroda-Delhi by a daily A-320 service in the near future. This, it is felt, is adequate to meet the existing traffic demand.

Newsitem: "Close shave for 4 planes in Mid Air"

4245. SHRI JEEWAN SHARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem "Close shave for 4 planes in mid air" appearing in the 'Indian Express' dated the September 21, 1991;

(b) if so, the facts thereof;

(c) whether any investigation has been made into the whole episode and if so, the details thereof and the action taken thereon;

(d) the number of such incidents in the past and findings of the investigations/inquiries made in those cases; and

(e) the details of the safety measures taken in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) Details are given in Statement-I.

(c) The incidents are under investigation.

(d) During the proceeding four years from 1988 to 1991 (till date), there have been a total of 20 emergency landing incidents: Details are given in Statement-II.

(e) Measures like implementation of recommendations arising out of accidents and incidents, monitoring flight crew proficiency and laying down flight crew standards and punitive actior. against erring pilots and engineers are taken to ensure safety of civil aviation.

STATEMENT - II

Details of mid-air emergency incidents are as follows:

(1) Indian Airlines Airbus A-320 aircraft VT-EPJ operating IAC-879 (Delhi-Guwahati) of 17.9.91 flight due to NI mode fault appeared on left engine. The incident is under investigation.

(2) Indian Airlines Airbus A-300 aircraft VT-EFW operating scheduled flight IAC-401 (Delhi-Calcutta) on 17.9.1991 made an emergency landing at Palam due to radio communication failure after take-off. The incident is under investigation.

(3) Vayudoot Dornier 228 aircraft operating PF-103 (Delhi-Dehradun) made an emergency landing at Palam on 17.9.1991 due to oil temperature shot up to maximum during flight on the left engine. The incident is under investigation.

(4) Aviation Research Centre aircraft ARC B-707 VT-EWH had undercarriage problem during flight and was holding in the air. The pilot suspected hydraulic problem. Fire services were alerted. However, the aircraft made safe landing at Palam.

Every emergency landing is investigated by the operators to which DGCA representative is associated. The investigation deter-

mines the cause of the emergency landing and based on the findings and recommendations of each such investigation, remedial measures are taken to prevent reoccurrence of similar snags which have led to the aircraft making emergency landing.

Brief Details of Emergency Landings:

Indian Airlines:

a) 1991 (Till date):

1) Indian airlines Airbus A-320 aircraft VT-EPJ operating IAC-879 (Delhi-Guwahati) of 17.9.91 made emergency landing at Palam after 20 minutes of dead flight due to NI mode fault appeared on left engine. During rectification action P2/T2 harness was replaced. Full authority Digital Electronic Engine Control (FADEC) 1-A and 1-B were checked and found satisfactory.

2) Indian Airlines Airbus A-300 aircraft VT-EFW operating scheduled flight IAC-401 (Delhi-Calcutta) on 17.9.91 made an emergency landing at Delhi due to radio communication failure after take-off.

b) 1990:

1) Airbus A-300 VT-EDY operating scheduled flight IC-168 of 29.3.90 made an emergency landing at Trivandrum due to No.1 engine NI indicator parked off and green hydraulic system fluid leak noticed during cruise.

2) B-737 aircraft VT-EFL operating scheduled flight IC-201 of 6.7.90 made emergency landing at Guwahati due to No. 1 engine shut down in flight due to engine oil temperature reaching red band with flicker.

3) B-737 aircraft VT-EDR made emergency landing at Palam, Delhi on 22.9.90 due to hydraulic system 'A' failure during flight. During rectification work, flap hydraulic motor and both engine driven pumps were replaced along with relevant filters.

c) 1989:

1) B-737 aircraft VT-ECQ operating scheduled flight IC-413 of 31.1.89 made an emergency landing at Kathmandu due to APU fire warning light came ON during cruise.

2) Airbus A-300 aircraft VT-EDX operating scheduled flight IC-539/439 of 7.3.89 made an emergency landing at Delhi due to green hydraulic low level warning came on Master Warning system.

3) B-737 aircraft VT-EFK operating scheduled flight IC-141 of 10.3.89 made an emergency landing at Bombay due to dual bleed

light remained ON after take-off when bleeds were selected.

4) B-737 aircraft VT-EGM operating scheduled flight IC-461 of 17.6.89 made an emergency landing at Palam due to No. 2 engine flamed out after airborne.

5) B-737 aircraft VT-EHE operating scheduled flight IC-410 of 20.6.89 made an emergency landing at Palam due to pressurisation failure at Flight Level 240.

d) 1988:

1) B-737 aircraft VT-EGF operating scheduled flight IC-433 of 1.7.88 made an emergency landing due to hydraulic system 'A' failure during climb.

2) Airbus A-300 aircraft VT-EHC operating scheduled flight IC-439 of 25.9.88 made an emergency landing at Hyderabad due to dual engine flame out just before descent at Hyderabad.

Air India:

a) 1991 (Till date)
Nil

b) 1990:

1) Airbus A-310 aircraft VT-EJH operating flight AI-838 of 1.6.90 made an emergency landing at Bombay due to green hydraulic system overheat light came ON during cruise.

c) 1989:

1) Airbus A-300 aircraft VT-EHN operating flight AI-916 of 12.10.89 made an emergency landing at Bombay due to depletion of green hydraulic quantity during cruise.

d) 1988:

1) B-747 aircraft VT-EBE operating flight AI-128 of 2.9.88 made an emergency landing at Delhi due to hydraulic quantity dropped on No.1 system.

Vayudoot:

a) 1991 (Till date):

1) Vayudoot Dornier 228 aircraft operating PF-103 (Delhi-Dehradun) made an emergency landing at Palam on 17.9.91 due to oil temperature shot up to maximum during flight on the left engine.

b) 1990:

1) HS-748 aircraft VT-DSR made an emergency landing at Hyderabad on 18.7.89 due to total communication failure.

2) HS-748 aircraft VT-DSP made an emergency landing at Madras on 29.8.89 due to No. 2 engine fire warning came ON.

c) 1989:

1) HS-748 aircraft VT-DSR made an emergency landing at Hyderabad on 18.7.89 due to total communication failure.

2) HS-748 aircraft VT-DSP made an emergency landing at Madras on 29.8.89 due to No.2 engine fire warning came ON.

d) 1988:

1) HS-748 aircraft VT-DSO made an emergency landing at Hyderabad on 6.10.88 due to landing gear selector value not going down.

Posts of Deputy and Assistant Commissioners

4246. SHRI SYED SHAHABUDDIN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total number of posts of Deputy and Assistant Commissioners in Kendriya Vidyalayas as on April 1, 1991;

(b) the number of posts lying vacant on that date; and

(c) the steps taken for filling up the vacancies?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) There were five sanctioned post of Deputy Commissioners and 18 sanctioned post of Assistant Commissioners in Kendriya Vidyalaya Sangathan as on 1.4.1991.

(b) Three posts of Deputy Commissioners, and seven posts of Assistant Commissioner were lying vacant.

(c) Action has already been initiated to fill these posts.

Director in National School of Drama

4247. SHRI P.M. SAYEED:
SHRI TEJSHINGHRAO BHONSLE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware that National School of Drama is without a full time Director since last two and half years;

(b) if so, the reasons therefor; and

(c) the action taken by the Government so far?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (c). The Government of India has approved the appointment of Ms. Kirti Jain as a full-time Director of the National School of Drama with effect from 8.11.1991.

[*Translation*]

Proposal to open IITs in Orissa

4248. SHRI MRUTYUNJAYA NAYAK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to open an IIT in Kalahandi and Phulbani in